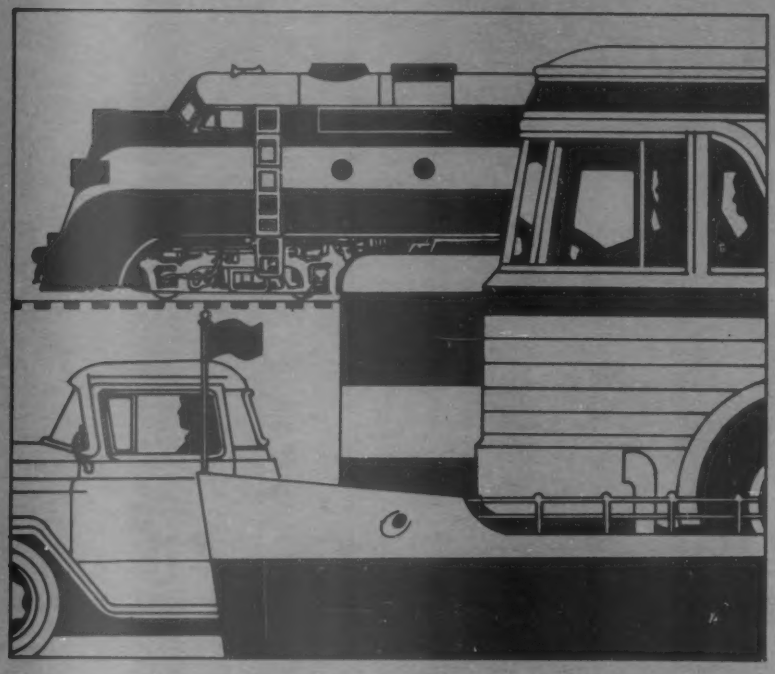
Vol. IV No. 4 - 1977

Transport Economics



Bureau of Economics - Interstate Commerce Commission

TRANSPORT ECONOMICS

Bureau of Economics

INTERSTATE COMMERCE COMMISSION

Vol. IV No. 4 - 1977

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Note: This release, issued as information, has not been adopted by the Interstate Commerce Commission.

1. Operating results and capital expenditures, class I railroads, selected years:

The following tables present financial data indicating railroad operations, working capital and related items, and capital expenditures for class I railroads (including the National Railroad Passenger Corp., i.e., Amtrak) for selected years.

Compared to 1975, class I railway operating revenues reached new highs in 1976 escalating 13.4 percent. Freight and passenger revenues increased 13.5 and 10.0 percent, respectively, while other revenues showed an increase of 14.1 percent. Total operating expenses increased 13.5 percent due mainly to combined maintenance expenses rising 20.3 percent higher than in 1975 and transportation rail-line increasing 9.3 percent. The resulting operating ratio of 82.8 was one-tenth of 1 percent higher than the 1975 figure.

Net railway operating income dropped from the $19.1 million reported in 1975 to a deficit of $1.5 million in 1976. Ordinary income, which takes into account income from outside sources, payments of fixed rents, interest, and other deductions and additions, improved its deficit position of $246.3 million in 1975 to a $196.4 million deficit in 1976. Class I railroads posted a net loss of $137.0 million in 1976 as compared to a loss of $130.3 million in 1975.

Net working capital (including materials and supplies) showed an increase as current liabilities dropped more rapidly than current assets. Amtrak and the eastern district posted decreases while the southern and western districts improved, as shown in the accompanying table. Total "quick assets" and the ratio of quick assets to current liabilities increased. The ratio increased from 31.3 percent in 1975 to 39.9 percent in 1976.

Gross capital expenditures for road and equipment reported by class I railroads by the end of 1976 ($2,025 million) were 2.4 percent higher than 1975. Expenditures for road increased 16.5 percent while equipment decreased 2.1 percent over the same period.

Railway operating revenues, expenses, and operating ratios, by district, class I railroads, 1976-1975[1]

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Aggregates in millions

	Operating revenues		Percent change	Operating expenses		Percent change	Operating ratio	
	1976	1975		1976	1975		1976	1975
Amtrak	$ 287.2	$ 252.7	13.6	$ 651.7	$ 531.5	22.6	227.0	210.3
Eastern	6,407.5	5,733.4	11.7	5,517.0	4,860.1	13.5	86.1	84.8
Southern	3,203.1	2,767.7	15.7	2,420.2	2,124.9	13.8	75.6	76.8
Western	8,979.4	7,885.2	13.8	7,035.0	6,245.7	12.6	78.3	79.2
Total	$18,877.2	$16,639.0	13.4	$15,623.9	$13,762.2	13.5	82.8	82.7

[1]Effective January 1, 1976, class I railroads are those having annual operating revenues of $10,000,000 or more. Data for 1975 have been adjusted for the new classification.

Source: Bureau of Accounts.

Railway operating revenues and expenses, class I railroads, 1976-1975

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Aggregates in millions

Item	1976	1975	Percent change
Railway operating revenues	$ 18,877.2	$ 16,639.0	13.4
Freight revenues	17,433.5	15,354.8	13.5
Passenger revenues	591.8	537.8	10.0
All other revenues	851.8	746.4	14.1
Railway operating expenses, taxes, and rents	18,878.6	16,619.9	13.6
Operating expenses	15,623.9	13,762.2	13.5
Maintenance of way	3,101.3	2,420.8	28.1
Maintenance of equipment	3,411.1	2,991.7	14.0
Transportation rail-line	7,621.0	6,970.1	9.3
All other	1,490.5	1,379.6	8.0
Taxes	2,000.5	1,752.6	14.1
Equipment and facility rents	1,254.2	1,105.1	13.5
Net railway operating income	d 1.5	19.1	-
Operating ratio	82.8	82.7	-

d Decrease.

Source: Bureau of Accounts.

Railway operating revenues and expenses, class I railroads, selected years, 1960-1976

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Aggregates in millions

Year	Total operating revenues	Freight revenues	Passenger revenues	Total operating expenses	Operating ratio
1960	$ 9,514	$ 8,025	$640	$ 7,565	79.5
1965	10,208	8,836	553	7,849	76.9
1966	10,661	9,287	544	8,122	76.2
1967	10,377	9,141	485	8,211	79.1
1968	10,860	9,755	444	8,582	79.0
1969	11,423	10,320	438	9,038	79.1
1970	11,982	10,913	420	9,650	80.5
1971	12,798	11,793	381	10,237	80.0
1972	13,471	12,468	398	10,757	79.8
1973	15,041	13,818	443	11,936	79.3
1974	17,231	15,864	539	13,612	78.9
1975	16,639	15,355	538	13,762	82.7
1976	18,877	17,433	592	15,624	82.8

Source: Bureau of Accounts.

Net railway operating income and net income, class I railroads, selected years, 1960-1976

Millions

Year	Net railway operating income		Federal income taxes	Ordinary income[1]	Net income[2]
	Before Federal income taxes	After Federal income taxes			
1960	$ 786.9	$ 584.0	$202.9	$444.6	$ -
1965	1,125.2	961.5	163.7	814.9	-
1966	1,236.6	1,049.2	187.4	906.4	-
1967	744.2	677.6	66.6	554.4	318.6
1968	749.1	682.8	66.3	570.1	565.5
1969	764.6	658.2	106.4	507.3	458.3
1970	575.7	487.0	88.7	229.3	79.4
1971	715.4	607.9	107.5	258.6	d 424.8
1972	796.5	682.0	114.5	338.1	243.8
1973	834.0	695.1	138.9	388.1	436.8
1974	732.8	515.0	217.8	415.7	468.5
1975	74.3	19.1	55.2	d 246.3	d 130.3
1976	165.4	d 1.5	163.9	d 196.4	d 137.0

d Deficit.

[1]Prior to 1967 ordinary income was reported as "net income after all charges (excluding extraordinary and prior period items)."

[2]Net income data not available prior to 1967.

Source: Bureau of Accounts.

Working capital as of December 31, 1976 and 1975, class I railroads

Aggregates in thousands

	1976	1975	Percent change
Current assets (total)	$4,546,068	$4,823,870	d 5.8
Cash & temporary cash investments	1,399,983	1,209,536	15.7
Materials and supplies	985,815	1,099,663	d 10.4
All other	2,160,270	2,514,671	d 14.1
Current liabilities (total)	3,505,365	3,865,989	d 9.3
Working capital	1,040,703	957,881	8.6
Working capital (less materials and supplies)	54,888	d 141,782	-

d Decrease or deficit.

Source: Bureau of Accounts.

Working capital as of December 31, 1976 and 1975, Amtrak and by district, class I railroads

- - -

Aggregates in thousands

	Including materials and supplies		Percent change	Excluding materials and supplies		Percent change
	1976	1975		1976	1975	
Amtrak	$ 1,597	$ 10,962	d 85.4	$ d 45,967	$ d 12,547	-
Eastern	316,818	333,559	d 5.0	141,805	d 34,739	-
Southern	283,703	183,952	54.2	96,535	6,073	1,489.6
Western	438,585	429,408	2.1	d 137,485	d 100,569	-
Total	1,040,703	957,881	8.6	54,888	d 141,782	-

d Decrease or deficit.
Source: Bureau of Accounts.

"Quick assets" as of December 31, 1976 and 1975, class I railroads

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Aggregates in thousands

	Cash and temporary cash investments (quick assets)		Ratio of "quick assets" to total current liabilities	
	1976	1975	1976	1975
Amtrak	$ 7,370	$ 20,797	9.0	40.5
Eastern	449,364	508,202	51.9	32.2
Southern	294,809	192,465	41.9	29.4
Western	648,439	488,072	35.0	30.8
Total	1,399,982	1,209,536	39.9	31.3

Source: Bureau of Accounts.

Gross capital expenditures, class I railroads, selected years, 1960-1976

Aggregates in millions

Year	Number of roads reporting	Road	Equipment	Total
1960	106	$285.6	$ 633.5	$ 919.1
1965	76	327.1	1,303.6	1,630.7
1966	76	398.6	1,564.4	1,963.0
1967	76	374.1	1,148.4	1,522.5
1968	77	368.6	818.7	1,187.3
1969	75	419.5	1,088.9	1,508.4
1970	72	358.3	993.1	1,351.4
1971	69	315.6	879.6	1,195.2
1972	66	402.0	873.8	1,275.8
1973	69	462.0	979.2	1,441.2
1974	69	555.5	1,255.2	1,810.7
1975	52	476.0	1,502.4	1,978.4
1976	52	554.8	1,470.7	2,025.5

Source: Bureau of Accounts.

Estimated gross capital expenditures for 1977, class I railroads[1]

Thousands

	Quarter ending March 31, 1977	Quarter ending June 30, 1977	Year ending Dec. 31, 1977
Equipment	$115,553	$ 97,222	$293,030
Road	33,558	55,295	195,816
Total	149,111	152,517	488,846

[1]Estimates of 22 class I railroads.

Source: Bureau of Accounts.

2. Length of passenger journey by various modes, years 1966-1976:

The average lengths of passenger journeys for rail, intercity motor bus, and domestic air transportation are shown in the following table.

From 1966 through 1972, average journeys by rail coach (excluding commutation) steadily declined by almost 50 percent to set a record low, then fluctuated upward with 1976 producing a 27.5-percent increase over the depressed level of 1972. The average journey by parlor and sleeping car lengthened to a record 661.6 miles in 1974, then fell off to 640.0 miles in 1976.

The average passenger journey in intercity bus service peaked in 1973 to 116.9 miles per passenger, but dropped to 112.0 miles by 1976.

The length of the average passenger journey by scheduled domestic air carriers continued to increase. The average air journey in 1976 was about 1.0 percent longer than in 1975 and increased 22.9 percent over the average flight in 1966.

Average passenger journey, class I railroads, class I intercity motor carriers, and scheduled domestic air carriers, 1966-1976

Miles per passenger

Year	Class I railroads		Class I scheduled intercity motor carriers[1]	Scheduled domestic air carriers[2]
	Coach (excluding commutation)	Parlor and sleeping car		
1966	107.1	476.1	93.8	573
1967	98.4	480.5	93.7	588
1968	84.4	472.1	91.6	600
1969	77.0	491.0	104.8	648
1970	70.9	515.7	105.7	678
1971[3]	55.1	483.2	109.3	681
1972[3]	55.0	475.4	106.6	685
1973[3]	66.1	561.1	116.9	689
1974[3]	68.4	661.6	116.1	684
1975[3]	65.0	651.2	114.0	698
1976[3]	70.1	640.0	112.0	704

[1]After 1950, a class I motor carrier of passengers was one which had gross operating revenue (interstate and intrastate) of $200,000 or more annually; effective January 1, 1969, the class I minimum was changed to $1,000,000.

[2]Includes all 50 States effective 1969. Data for 1966-1969 have been adjusted to conform to changes in the C.A.B. reporting system effected in 1970.

[3]Includes Amtrak.

Sources: ICC Statements No. Q-250, Q-220 and 100; *Transport Statistics in the United States;* Civil Aeronautics Board, *Handbook of Airline Statistics.*

3. The price index for railroads:

The accompanying table and chart revise and update the Railroad Freight Price Index developed by the Bureau of Labor Statistics. The index measures monthly changes in the average price of transporting all freight by rail. The overall railroad price index for October 1977 remained unchanged from the previous month, while the wholesale price index increased five-tenths of 1 percent.

On a quarterly basis, freight rates on clay, concrete, glass or stone products and transportation equipment registered no change. Coal recorded the largest gain--1 percent--while pulp, paper or allied products and primary metal products experienced slight declines.

Price indexes for total railroad freight and wholesale price index, all commodities
(1969=100)

Total railroad freight

Yr.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
1969	99.5	99.5	99.5	99.5	99.5	99.5	99.6	99.6	99.6	99.6	99.6	105.2
1970	105.2	105.2	105.2	105.2	105.3	110.0	110.1	110.1	110.2	110.2	110.2	119.1
1971	119.2	119.3	119.3	123.4	123.4	123.7	123.7	123.5	123.6	123.5	123.4	123.2
1972	123.3	126.0	126.0	126.1	126.2	126.2	126.2	126.1	126.1	126.0	127.4	127.4
1973	127.4	127.4	127.4	127.4	127.4	127.4	127.6	127.7	131.1	133.6	133.8	133.8
1974	134.8	137.5	143.2	144.0	144.3	144.8	157.5	157.8	158.0	158.0	158.0	158.3
1975	158.3	158.3	158.3	158.3	165.8	165.9	175.2	175.6	175.7	180.2	180.8	180.9
1976	181.0	181.2	181.2	185.4	187.1	187.4	187.4	187.5	187.6	191.1	191.1	191.6
1977	198.0	198.0	198.2	198.3	198.2	198.2	198.4	198.4	198.5	198.5		

Wholesale price index

Yr.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
1969	97.9	98.4	99.0	99.1	99.8	100.3	100.5	100.4	100.6	100.8	101.5	102.0
1970	102.6	103.0	103.2	103.3	103.3	103.7	104.1	103.7	104.2	104.1	104.1	104.2
1971	105.0	105.9	106.1	106.4	106.9	107.3	107.6	107.9	107.5	107.4	107.5	108.4
1972	109.2	110.1	110.2	110.3	111.0	111.5	112.4	112.6	112.9	112.7	113.3	115.4
1973	116.9	119.2	121.9	122.5	125.1	127.7	126.1	133.4	131.2	130.2	130.7	133.1
1974	137.7	140.4	142.2	143.4	145.5	146.2	151.8	157.2	157.0	159.8	161.4	161.0
1975	161.3	160.8	160.0	161.6	162.5	163.1	165.0	165.9	166.9	168.0	167.3	167.8
1976	168.4	168.4	168.6	170.2	170.7	171.9	173.1	172.5	173.4	173.9	174.3	175.7
1977	176.5	178.4	180.2	182.4	183.3	182.5	183.0	182.7	183.4	184.3		

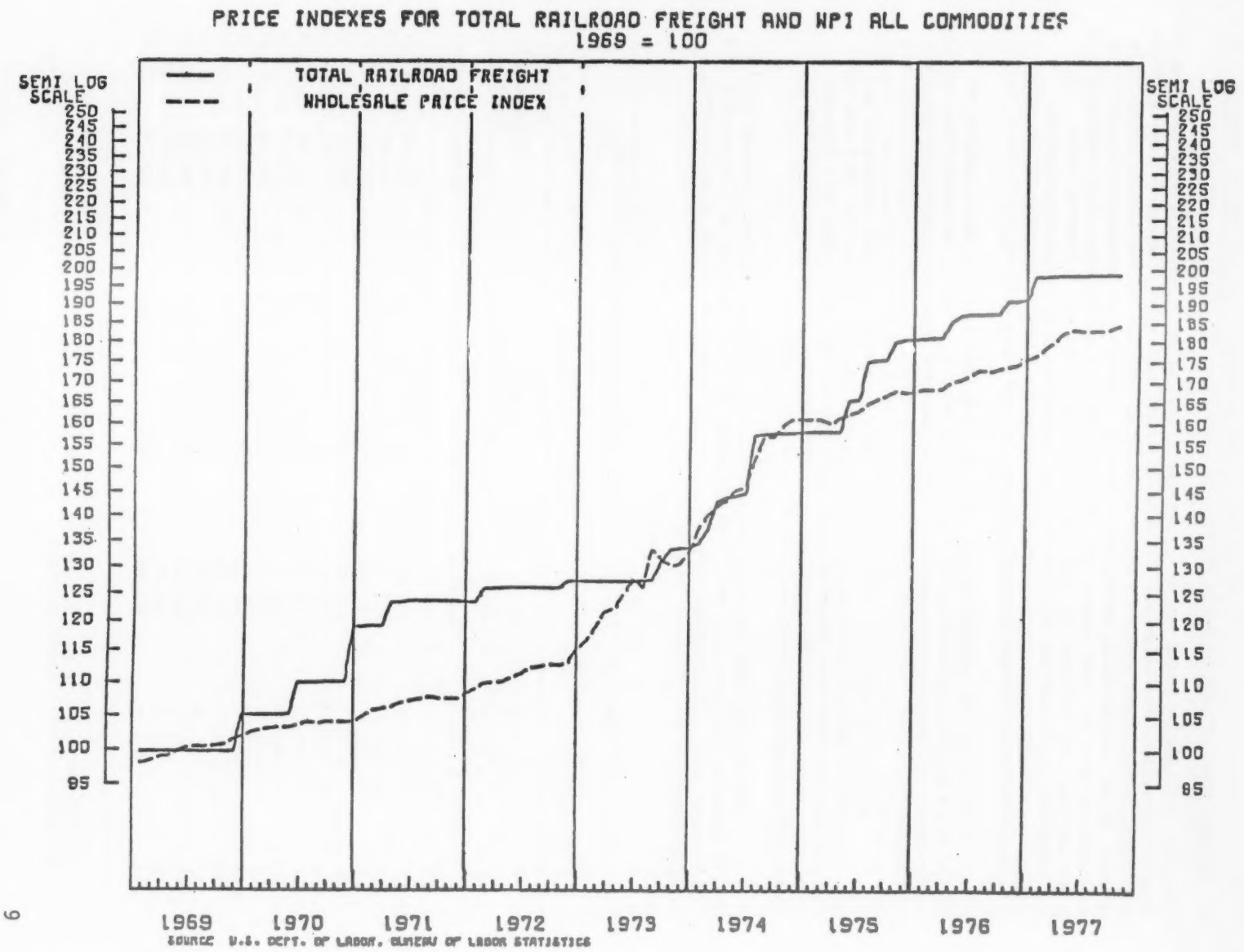
Note: The index is designed to measure changes in the prices of shipping goods by rail in the U.S. The representative prices and sample used for the index reflect the railroads' prices for shipping a fixed set of commodities under specified and unchanging conditions. The index is not intended to measure changes in railroad revenue or in shipper costs that result from changes in services or mode.

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Price index for all railroad freight and selected commodities, and wholesale price index (unadjusted) 1972-1977 by quarters (base 1969=100)

Commodity Code	01	10	11	14	20	24	26	28	32	33	37		
Commodity	Farm products	Metallic ores	Coal	Nonmetallic minerals	Food products	Wood or lumber products	Pulp, paper or allied products	Chemical or allied products	Clay, concrete, glass or stone products	Primary metal products	Transportation equipment	Total railroad freight	Wholesale price
1972 - 1st qtr.	122.3	126.6	127.5	124.6	124.8	122.3	125.1	123.8	126.1	127.4	126.0	125.1	109.8
2nd qtr.	123.6	127.7	128.7	125.6	126.3	123.2	125.3	124.8	126.9	128.4	127.1	126.1	110.9
3rd qtr.	124.8	128.1	128.9	125.5	126.7	123.4	123.1	124.7	126.0	128.4	127.1	126.1	112.6
4th qtr.	123.1	130.0	130.0	126.7	27.0	124.4	122.6	125.7	128.0	129.6	129.0	126.9	113.8
1973 - 1st qtr.	122.8	131.0	130.5	128.0	127.0	125.1	122.6	125.8	128.8	130.3	130.0	127.4	119.3
2nd qtr.	122.9	131.1	130.6	128.2	127.1	125.4	122.7	125.8	128.8	130.2	130.0	127.4	125.1
3rd qtr.	125.6	132.4	131.9	129.4	128.2	126.7	123.8	127.1	130.5	131.4	131.3	128.8	130.2
4th qtr.	129.6	137.6	137.0	134.4	132.9	132,3	128.8	131.9	136.7	136.6	136.4	133.7	131.3
1974 - 1st qtr.	133.4	142.5	142.0	139.5	137.8	137.2	133.3	136.7	141.1	141.7	141.3	138.5	140.0
2nd qtr.	139.5	148.8	148.2	145.2	143.7	142.7	138.8	142.7	146.7	147.9	147.5	144.4	145.0
3rd qtr.	154.5	164.2	163.5	157.9	156.9	154.4	150.8	156.0	161.6	161.7	162.6	157.8	155.3
4th qtr.	153.9	164.4	165.3	159.5	157.2	155.2	151.2	156.4	162.8	161.7	162.6	158.1	160.7
1975 - 1st qtr.	153.9	165.2	164.8	161.0	157.1	155.7	152.1	156.7	163.3	161.7	162.6	158.3	160.7
2nd qtr.	157.9	173.2	171.7	166.7	163.1	156.0	158.2	163.0	169.6	168.4	162.9	163.3	162.4
3rd qtr.	171.5	185.7	184.1	178.6	174.7	169.0	168.9	174.6	180.4	181.7	182.0	175.5	165.9
4th qtr.	176.6	189.5	189.5	183.2	179.2	173.6	171.6	179.4	184.8	187.3	186.5	180.6	167.7
1976 - 1st qtr.	177.9	189.3	190.0	184.8	179.4	174.2	171.9	179.7	185.0	187.6	186.6	181.1	168.5
2nd qtr.	181.9	198.4	202.1	192.9	185.2	176.9	176.5	183.3	193.2	190.6	188.8	186.6	170.9
3rd qtr.	183.5	201.4	203.1	192.7	186.3	177.9	176.9	183.6	193.8	190.8	188.9	187.5	173.0
4th qtr.	187.5	202.0	203.2	196.4	189.4	182.6	179.0	188.7	196.8	197.4	196.5	191.3	174.6
1977 - 1st qtr.	190.1	209.9	209.5	203.3	194.7	190.2	186.1	196.2	204.7	205.8	203.7	198.1	178.4
2nd qtr.	190.4	210.2	209.9	204.5	194.2	191.2	186.4	196.3	205.0	203.9	203.7	198.2	182.7
3rd qtr.	190.6	210.5	211.9	205.5	194.5	191.3	185.6	196.4	205.0	203.6	203.7	198.4	183.0

Source: BLS Price Index for Railroad Freight.


PRICE INDEXES FOR TOTAL RAILROAD FREIGHT AND WPI ALL COMMODITIES
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TOTAL RAILROAD FREIGHT
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SOURCE U.S. DEPT. OF LABOR, BUREAU OF LABOR STATISTICS

4. Average haul per ton by rail, motor, and pipeline, 1961-1975:

The average hauls per ton for three groups of carriers subject to the Commission's jurisdiction for which such data are available are shown in the following table. Rail averages are shown both on a carrier basis and for the United States as a single system. Motor carrier data, which are limited to class I carriers reporting ton miles in intercity service, show common and contract carriers separately. Data for household goods carriers are excluded for 1975 and 1974 as noted in the following table. Since all regulated pipelines and all line-haul railroads are reported for the period, changes in classification do not affect their figures. Gathering lines mileages for pipelines and switching and terminal mileage for rails are omitted.

In 1975, the average system rail haul declined from its all time high of 531.03 miles in 1973 to 515.50 miles in 1975, or by 2.9 percent, and individual carrier hauls (which reflect mergers) continued to lengthen and were 21.7 percent longer than in 1962.

Historical data for class I motor common carriers are not comparable due to the fact that household goods carriers are omitted from the totals for 1975 and 1974. The contract carriers set record average hauls per ton in 1975. The 1975 figures represent an increase of about 74.0 percent for contract carriers in comparison to their 1962 average haul.

The average haul of petroleum products by pipeline reached a record high of 395.59 miles in 1967 but fell to 365.90 miles in 1975, an increase of 6.0 percent over the previous year. The average haul for crude oil peaked at 322.62 miles in 1966, then decreased to 287.76 miles in 1975.

Average haul per ton by rail, motor, and pipelines, 1962-1975

Miles per ton

Year	All operating line-haul railroads		Class I motor carriers		Pipelines (oil)	
	U.S. as a system	Per carrier	Common	Contract	Crude	Products
1962	460.57	248.22	263	138	310.62	262.64
1963	463.97	250.77	267	142	314.12	261.00
1964	466.17	251.94	256	136	308.05	280.41
1965	477.15	257.40	259	144	319.88	334.81
1966	483.70	261.93	263	155	322.62	351.10
1967	485.21	262.49	256	143	310.66	395.59
1968	495.37	270.47	258	153	297.30	371.81
1969	496.82	272.77	261	159	297.29	365.97
1970	490.41	275.53	263	157	300.31	356.70
1971	506.83	283.99	277	173	301.02	346.55
1972	511.08	287.56	280	187	298.52	347.42
1973	531.03	297.86	276	198	301.00	340.27
1974	526.53	295.82	324[1]	237	301.51	345.35
1975p	515.51	302.06	330[1]	240	287.76	365.90

P Preliminary.
[1]Excludes household goods carriers.

5. Railway revenue traffic, selected years, 1962-1976:

During 1976, class I railroads carried 0.5 percent more tons of revenue freight than during 1975. Revenue ton miles increased 4.4 percent from 752.1 billion in 1975 to 785.3 billion in 1976. As shown in the following table, increases in the total revenue tons carried, revenue ton miles, and freight revenue occurred in each of the districts, except the eastern district which showed declines of 3.3 and 0.2 percent in tons carried and ton miles.

Passenger revenues in 1976 were up from the 1975 level. The total number of revenue passengers carried by all railroads in 1976 was 0.2 percent below the number carried during 1975, and revenue passenger miles increased 8.4 percent.

The accompanying table indicates the rise in railroad freight tonnage that began in 1962, moved erratically between 1967 and 1973, posted a record high in 1974, then fell 0.5 percent between 1975 and 1976. Number of passengers carried declined from 1962, except for slight increases in 1966, 1969, and 1974. Passenger miles steadily declined between 1962 and 1972, however, since 1973 their was an upward trend.

Revenue tons carried, ton miles, freight revenues, revenue passengers carried, passenger miles, and passenger revenues, class I railroads, years 1976-1975[1]

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Aggregates in millions

	1976	1975	Percent change	1976	1975	Percent change
	Revenue tons carried			*Revenue passengers carried		
Amtrak				18.6	16.8	10.7
Eastern	868.4	898.0	d 3.3	178.1	181.0	d 1.6
Southern	542.4	520.4	4.2	14.9	15.0	d 1.2
Western	939.9	921.7	2.0	56.7	56.0	1.3
Total	2,350.7	2,340.1[2]	0.5	268.3	268.8	d 0.2
	Revenue ton miles			*Revenue passenger miles		
Amtrak				4,268	3,754	13.7
Eastern	216,489	216,986	d 0.2	4,500	4,190	7.4
Southern	151,076	139,671	8.2	617	633	d 2.5
Western	417,717	395,452	5.6	1,200	1,188	1.0
Total	785,282	752,109[2]	4.4	10,585	9,765	8.4
	Freight revenues			*Passenger revenues		
Amtrak	$ 10.4	$ 8.8	18.3	$237.3	$212.4	11.7
Eastern	5,690.6	5,098.2	11.6	253.4	224.7	12.7
Southern	3,063.1	2,642.0	15.9	45.0	45.4	d 1.5
Western	8,669.4	7,605.8	13.9	56.1	54.9	2.2
Total	$17,433.5	$15,354.8	13.5	$591.8	$537.5	10.0

d Decrease.

*Including commutation.

[1]Effective January 1, 1976, class I railroads are those having operating revenues of $10,000,000 or more. Data for 1975 have been adjusted to the new classification.

[2]Does not include one railroad due to reclassification from class II to class I in 1976.

Source: Bureau of Accounts, Statement 100.

Total railroad freight and passenger traffic, class I railroads, selected years, 1962-1976

Year	Revenue tons carried	Revenue ton miles	Passengers carried	Passenger miles
	Millions	*Billions*	*Millions*	*Billions*
1962	2,277.6	591.7	311.2	19.8
1963	2,371.1	621.7	309.5	18.5
1964	2,439.2	655.5	306.5	18.2
1965	2,539.3	697.7	298.9	17.4
1966	2,637.6	738.3	300.4	17.1
1967	2,570.1	719.4	297.0	15.2
1968	2,596.0	744.5	295.6	13.1
1969	2,670.6	767.9	295.9	12.2
1970	2,613.6	762.5	284.0	10.8
1971	2,458.6	739.4	272.8	8.9
1972	2,543.9	777.9	261.1	8.6
1973	2,645.7	851.6	254.5	9.3
1974	2,671.5	853.9	274.2	10.3
1975	2,340.1	752.1	268.8	9.8
1976	2,350.7	785.3	268.3	10.6

Source: Bureau of Accounts.

6. Measures of rail freight traffic and car use, selected years, 1947-1976:

Indicators of freight car use by class I railroads for selected years are shown in the following table. The statistics of loaded and empty car miles, revenue carloads originated, revenue and nonrevenue ton miles, and aggregate capacity apply to cars owned and leased by class I railroads. Although cars owned by class I railroads and others also contribute to freight traffic, class I figures are considered satisfactory for the purpose of determining trends.

The following are measures of car use: (1) the percentage of total car miles which are loaded and (2) the ratio of revenue ton miles to revenue and nonrevenue ton miles per ton of aggregate freight car capacity. The same measure for individual roads or areas of use may differ considerably from the average figures shown in the table because of differences in length of haul, which affect the ton miles per carloading; use of specialized cars adapted to customer needs rather than general use, which influence loaded mileage; and assignment of cars to a particular route of service, which affects the utilization of cars.

Revenue carloads originated in 1976 were 0.9 percent above the previous year, and revenue ton miles increased 4.1 percent. The proportion of loaded to total car miles was 55.4 percent, up slightly from 54.7 percent in 1975. Effective use of capacity, measured in ton miles produced per ton capacity, has fluctuated during the period shown with a 6.6 percent increase occurring in 1976 over 1975.

Measures of freight car use,[1] class I railroads, selected years, 1947-1976

Year	Car miles *Billions*			Percentage of total car miles which are loaded	Revenue carloads originated	Revenue ton miles	Non-revenue ton miles	Total revenue and nonrevenue ton miles	Revenue ton miles per revenue carload originated	Aggregate capacity of freight cars in service[2] (millions of tons)	Revenue and nonrevenue ton miles per ton of capacity
	Loaded	Empty	Total								
					Millions	*Billions*	*Billions*	*Billions*			
1947	21.4	10.8	32.2	66.4	37.0	654.7	41.9	696.6	17,711	89.2	7,807
1951	20.6	10.6	31.2	66.0	34.9	646.6	30.9	677.5	18,504	92.7	7,311
1955	20.1	11.1	31.2	64.5	32.8	623.6	18.6	642.2	19,035	91.2	7,040
1959	17.8	10.8	28.6	62.3	28.2	575.5	12.7	588.2	20,390	92.3	6,375
1963	17.1	11.0	28.1	60.9	27.5	621.7	11.2	632.9	22,618	85.9	7,364
1967	17.4	12.2	29.6	58.9	27.5	719.5	10.8	730.3	26,148	93.7	7,797
1968	17.8	12.3	30.1	59.3	27.6	744.0	11.7	755.7	26,935	93.5	8,079
1969	18.0	12.4	30.4	59.2	27.7	767.8	10.0	777.8	27,692	94.3	8,245
1970	17.3	12.6	29.9	57.8	27.0	764.8	10.4	775.2	28,311	95.6	8,112
1971	16.5	12.7	29.2	56.6	25.2	739.7	10.4	750.1	29,387	96.5	7,774
1972	17.1	13.2	30.3	56.5	25.7	776.9	10.9	787.8	30,224	96.1	8,199
1973	18.0	13.2	31.2	57.7	27.0	851.8	11.7	863.5	31,560	95.4	9,052
1974	17.6	13.1	30.7	57.2	26.2	851.0	10.5	861.5	32,451	95.7	9,002
1975	15.1	12.5	27.6	54.7	22.9	754.6	10.0	764.6	32,951	95.9	7,973
1976p	15.8	12.7	28.5	55.4	23.1	785.3	11.2	796.5	34,061	93.7	8,500

p Preliminary.

[1]Ratios are based on actual figures. Data may not add due to rounding.
[2]Cars in service of class I railroads--owned and leased at close of year.

Source: *Transport Statistics in the United States*, and prior releases. Carloadings, unless otherwise noted, *Freight Commodity Statistics, Class I Railroads in the United States*, and prior releases.

7. Freight revenues, ICC regulated carriers, selected years, 1955-1975:

The accompanying table shows that motor carriers' steady revenue growth has been greater than any other ICC regulated carrier, except for 1975 when the revenues dropped 3.1 percent over 1974. Oil pipelines have experienced consistent gains over the period until 1975 when the percent increase almost doubled that of the previous year. Since 1969, water carriers have had steady growth in revenues achieving a record high in 1975--a 6.9-percent increase over 1974. Railroad revenues increased over 30 percent from 1971 to 1974 but dropped slightly from a peak of $16.0 billion in 1974 to $15.6 billion in 1975, or by 2.3 percent. Total freight revenues for regulated carriers were 32.9 percent higher than the 1971 level.

Freight revenues of ICC regulated carriers, selected years, 1955-1975

Aggregates in millions

Year	Class I and II line-haul railroads	Class I, II, and III motor carriers of property	Oil pipelines	Water carriers[1]	Total
1955	$ 8,665.4	$ 5,535.2	$ 677.6	$315.3	$15,193.5
1960	8,151.7	7,213.9	770.4	328.3	16,464.3
1965	9,036.5	10,068.2	903.8	307.1	20,315.6
1967	9,329.1	11,308.4	994.5	293.0	21,925.0
1969	10,538.5	13,958.0	1,103.3	325.0	25,924.8
1970	11,124.1	14,584.8	1,188.3	365.0	27,262.2
1971	11,995.7	16,700.0	1,249.3	387.8	30,332.5
1972	12,790.3	18,700.0	1,338.0	440.8	32,869.1
1973	14,003.3	20,800.0	1,445.8	510.3	36,759.4
1974	15,992.6	22,700.0	1,587.1	764.6	41,044.3
1975p	15,623.0	22,000.0	1,873.5	817.2	40,313.7
			Index (1967 = 100)		
1955	92.9	48.9	68.1	107.6	69.3
1960	87.4	63.8	77.5	112.0	75.1
1965	96.9	89.0	90.9	104.8	92.7
1967	100.0	100.0	100.0	100.0	100.0
1969	113.0	123.4	110.9	110.9	118.2
1970	119.2	129.0	119.5	124.6	124.3
1971	128.6	147.7	125.6	132.4	138.4
1972	137.1	161.8	134.5	150.4	149.9
1973	150.1	183.9	145.4	174.2	167.7
1974	171.4	200.7	159.6	261.0	187.2
1975	167.5	194.5	188.4	278.9	183.9
			Percent distribution		
1955	57.0	36.4	4.5	2.1	100.0
1960	49.5	43.8	4.7	2.0	100.0
1965	44.5	49.6	4.4	1.5	100.0
1967	42.6	51.6	4.5	1.3	100.0
1969	40.7	53.7	4.3	1.3	100.0
1970	40.8	53.5	4.4	1.3	100.0
1971	39.5	55.1	4.1	1.3	100.0
1972	38.9	55.7	4.1	1.3	100.0
1973	38.1	56.6	3.9	1.4	100.0
1974	39.0	55.3	3.9	1.8	100.0
1975	38.8	54.6	4.6	2.0	100.0

p Preliminary.

[1]Includes class A & B inland and coastal carriers and maritime carriers in domestic service.

8. Passenger route miles, rail and air, and passenger revenues, rail, air, and bus, 1966-1976:

The following table shows route mileages and revenues for passenger service during the last 11 years. The revenues for intercity bus are understated somewhat by the exclusion of charter and special bus revenues.

In 1976, domestic scheduled passenger air route miles increased 1.8 percent while revenues increased 17.1 percent over 1975. Passenger revenues for class I railroads were up 10.1 percent including commutation and 11.1 percent excluding commutation. Passenger route mileage operated showed a 4.5-percent increase over 1975.

Passenger route miles, rail and air,[1] *and passenger revenues, rail, air, and bus,*[2] *years 1966-1976*

Year	Passenger route mileage operated		Passenger revenues (millions)			
			Class I railroads[3]			
	Class I railroads	Domestic scheduled air operations[4]	Including commutation	Excluding commutation	Domestic scheduled air operations[4]	Class I bus[5]
1966	72,796	104,703	$543.6	$403.7	$3,534.3	$491.7
1967	67,902	112,983	485.4	341.4	4,260.0	498.8
1968	58,130	116,567	444.3	291.0	4,912.7	503.1
1969	54,608	145,438	438.7	276.8	5,943.4	496.7
1970	49,533	161,995	420.4	248.1	6,246.4	524.6
1971	40,032	171,654	380.1	204.4	6,729.2	553.7
1972	29,398	164,877	407.3	230.0	7,564.8	552.0
1973	28,286	167,283	442.9	262.4	8,379.4	576.3
1974	30,599	159,959	539.1	339.5	9,757.5	661.9
1975	31,678	163,385	537.5	331.4	10,123.5	650.6
1976	33,104	166,380	591.8	368.3	11,855.7	658.2
	Percent change, 1976 to 1975					
	4.5	1.8	10.1	11.1	17.1	1.2
	Index (1967=100)					
1966	107.2	92.7	112.0	118.2	83.0	98.6
1967	100.0	100.0	100.0	100.0	100.0	100.0
1968	85.6	103.2	91.5	85.2	115.3	100.9
1969	80.4	128.7	90.4	81.1	139.5	99.6
1970	72.9	143.4	86.6	72.7	146.6	105.2
1971	59.0	151.9	78.3	59.9	158.1	111.0
1972	43.3	145.9	83.9	67.4	177.6	110.7
1973	41.7	148.1	91.2	76.9	196.7	115.5
1974	45.1	141.6	111.1	99.4	229.0	132.7
1975	46.7	144.6	110.7	97.1	237.6	130.4
1976	48.8	147.3	121.9	107.9	278.3	132.0

[1]Includes miles of road used in passenger service by class I railroads, Amtrak, and air route mileage of the scheduled domestic airlines (includes domestic trunk, local, helicopter, and intra-Alaska and intra-Hawaii service).

[2]Includes regular route intercity schedule passenger revenues of class I railroads, scheduled domestic airlines, and class I motor carriers of passengers.

[3]Includes Amtrak.

[4]Beginning in 1969 this figure reflects 50 State operations and includes new route awards to Hawaii. Civil Aeronautics Board, Statistical Reports Section.

[5]Effective January 1, 1969, a class I motor carrier of passengers is one having average gross revenue of $1,000,000 or more annually; from 1960-1968 a class I motor carrier of passengers was one having average gross revenues of $200,000 or over annually.

Source: Class I railroads, class I motor carriers of passengers data from ICC *Transport Statistics in the United States;* domestic airlines data from *FAA Statistical Handbook of Aviation.*

9. Car miles and miles of road operated in rail freight and passenger service, selected years, 1965-1976:

The statistics on road mileage, traffic volume, and density of the freight and passenger operations of class I railroads are shown in the accompanying table. Between 1965 and 1976, a decrease of 2.8 percent occurred in freight car miles while freight ton miles increased 12.5 percent. The general trend of increasing freight traffic moving over somewhat fewer road miles is pointed up by the 20.1-percent increase in density as measured by ton miles per mile of road.

Passenger service car miles decreased by 67.4 percent during the same period, in response to declining patronage combined with reduction or elimination of passenger service by many class I railroads. Beginning May 1, 1971, the rail passenger service was taken over by the National Railroad Passenger Corporation (Amtrak). The 39.1 percent fewer revenue passenger miles, 1976 compared to 1965, were travelled on passenger road mileage which was shortened by 57.0 percent, resulting in a 41.6-percent increase in passenger service density.

Miles of road operated, freight and passenger car miles, revenue freight ton miles, and passenger miles, class I line-haul railroads, 1965-1976

Year	Miles of road		Car miles		Revenue ton miles	Revenue passenger miles	Ton miles per mile of road in freight service	Passenger miles per mile of road in passenger service
	Freight service	Passenger service	Freight service	Passenger service				
			Millions	*Thousands*	*Billions*	*Millions*	*Thousands*	*Thousands*
1965	212,133	76,993	29,335	884,972	697.9	17,389	3,290	226
1966	211,474	73,173	30,373	838,015	738.3	17,095	3,491	234
1967	211,835	67,827	29,659	729,686	719.4	15,201	3,396	224
1968	211,181	59,259	30,086	581,099	744.5	13,120	3,525	221
1969	210,986	56,484	30,344	488,697	767.9	12,169	3,640	215
1970	209,401	49,533	29,928	414,099	762.5	10,770	3,642	217
1971[1]	209,293	40,032	29,181	290,245	739.4	8,901	3,533	222
1972[1]	208,012	29,398	30,305	256,184	777.9	8,560	3,740	291
1973[1]	205,175	28,286	31,266	271,387	851.6	9,298	4,151	329
1974[1]	206,597	30,599	30,728	291,976	853.9	10,333	4,133	338
1975[1]	205,731	31,678	27,641	280,067	754.7	9,765	3,668	308
1976[1]	200,361	33,104	28,514	288,393	785.3	10,585	3,951	320

[1]Includes Amtrak.

Source: Bureau of Accounts, Statements 210, 220, and 100.

Table 2

Net tons originated and terminated by class I railroads, piggyback traffic by plan, 1973-1976

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(Thousands)

	Plan I	Plan II	Plan II 1/4	Plan II 1/2	Plan III	Plan IV	Plan V	Reported by plan--total	NEC	Total
A. Originating on respondents' lines										
a. Terminating on respondents' lines										
1973	3,074	3,451	224	11,713	1,569	1,062	881	21,974	1,382	23,356
1974	3,761	3,436	114	12,615	2,165	1,061	852	24,004	1,434	25,438
1975	1,820	1,979	95	10,036	2,212	997	689	17,828	1,371	19,199
1976	2,605	2,127	129	11,667	2,681	1,272	599	21,080	1,467	22,547
b. Delivered to connecting railroads										
1973	134	2,775	48	12,754	993	1,654	176	18,534	699	19,233
1974	183	2,754	142	13,686	1,143	2,209	213	20,330	975	21,305
1975	361	1,422	86	10,199	974	1,193	210	14,445	823	15,268
1976	560	1,124	92	10,127	1,626	1,537	153	15,219	1,100	16,319
Originating on respondents' lines--total										
1973	3,208	6,226	272	24,467	2,562	2,716	1,057	40,508	2,081	42,589
1974	3,944	6,190	256	26,301	3,308	3,270	1,065	44,334	2,409	46,743
1975	2,181	3,401	181	20,235	3,186	2,190	899	32,273	2,194	34,467
1976	3,165	3,251	221	21,794	4,307	2,809	752	36,299	2,567	38,866
B. Received from connecting railroads										
a. Terminating on respondents' lines										
1973	137	2,146	40	13,172	1,128	2,447	159	19,229	764	19,993
1974	211	1,922	38	13,890	1,417	3,068	185	20,731	916	21,647
1975	403	1,045	38	10,742	1,284	2,274	145	15,931	952	16,883
1976	573	917	67	10,117	2,058	2,615	152	16,499	1,005	17,504
b. Delivered to connecting RR--overhead - total										
1973										9,373
1974										10,448
1975										8,228
1976r										8,321
c. Received from connecting RR--total										
1973										29,366
1974										32,095
1975										25,111
1976r										25,825

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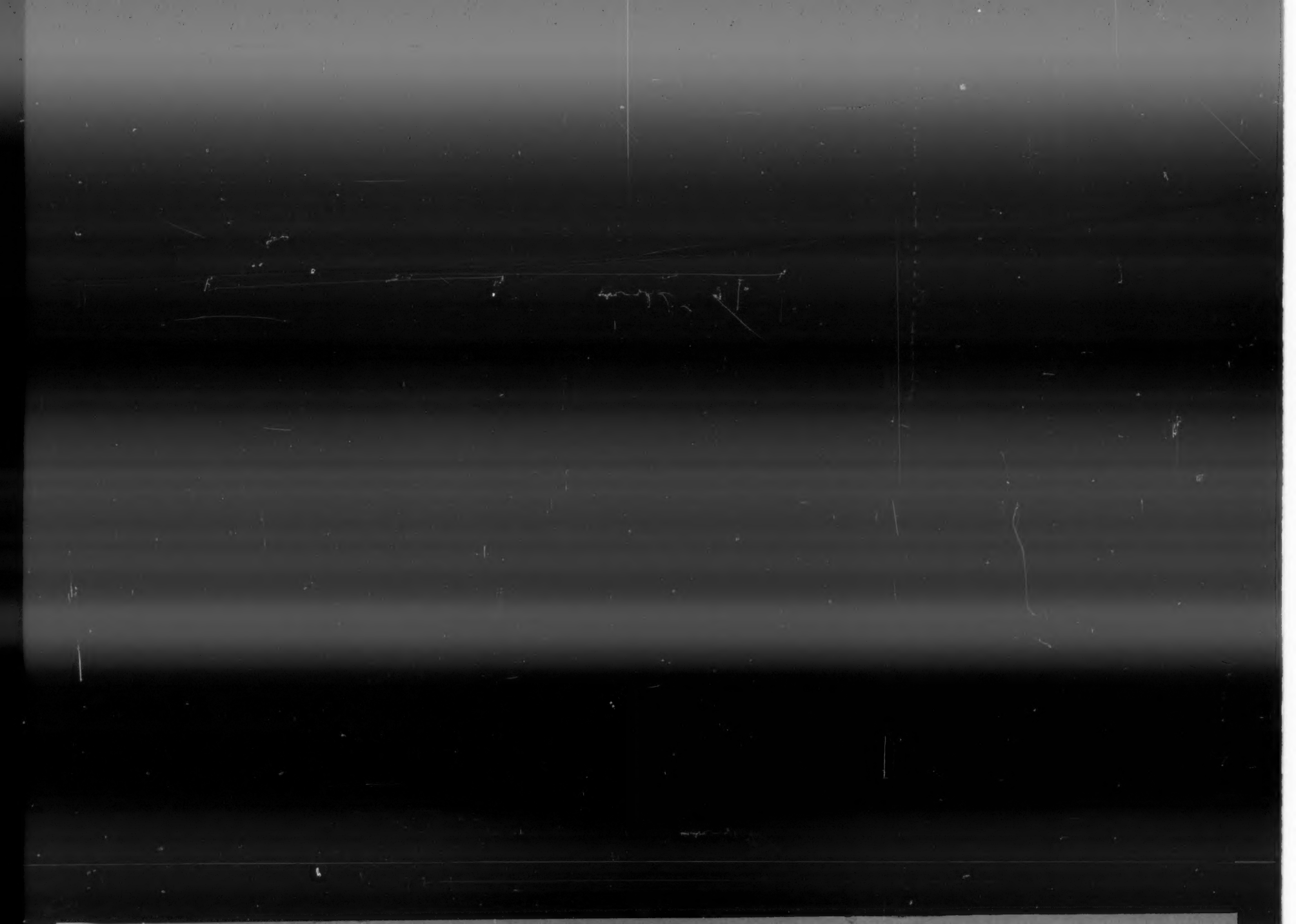
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